



CROSSRAIL INFORMATION PAPER

G6 – LONDON 2012 OLYMPIC GAMES AND CROSSRAIL

This paper outlines how the key interfaces between the Olympics and Crossrail are being managed in terms of design and construction during the preparation period for the London 2012 facilities and the running of the Olympic Games.

It will be of particular relevance to those in the vicinity of the proposed Crossrail works.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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1. Introduction

- 1.1 The London 2012 Games, the associated Legacy projects and Crossrail will provide important infrastructure for the UK. Their construction programmes overlap and, in some locations, they are physically very close to each other.
- 1.2 This Information Paper outlines how the key interfaces between the Olympics and Crossrail are being managed in terms of design and construction during the preparation period for the London 2012 facilities and the running of the Olympic Games.

2. The Working Relationship

- 2.1 Cross London Rail Links (CLRL), Department of Transport and the Olympic Delivery Authority (ODA) started working together prior to the UK bid for the Olympic Games with a view to identifying any potential overlaps between the projects and developing ways to mitigate them or to minimise their impact. That initiative has already successfully resolved a significant number of interface issues. Ensuring that these major public projects continue to work together is a key requirement of the Government Departments responsible for delivering the projects, namely the Department for Transport for Crossrail and the Department for Culture, Media and Sport for the 2012 Games/Legacy. A Memorandum of Understanding has been agreed between the parties to ensure that the protocols are in place to allow the two projects to continue to work together in a jointly supportive manner.

3. The Interfaces

- 3.1 The ODA programme completion dates are very clear and intermediate dates are being confirmed. CLRL has a detailed construction programme and this information is being used, with the ODA, to examine various design and programme options, to assess potential impacts and, where necessary, plan their mitigation. As a result, there is also the opportunity for some activities, including the relocation of utility services and construction transport, to be arranged to avoid duplication or conflict to the mutual benefit of the projects.
- 3.2 There are a number of key interfaces many of which are defined by geographical locations, in particular:
 - On the south side of the Olympic Park in the Pudding Mill Lane area
 - At Custom House and ExCel
 - At the Crossrail shaft locations in Hyde Park and Park LaneTogether with those of a more widespread and generic nature, such as:
 - Transport of construction materials/logistics

- Utility diversions and service requirements
- Design of shared infrastructure

3.3 The principal site for the London 2012/Legacy schemes is the Olympic Park in the Lea Valley. This is situated both sides, but mainly to the north of the Great Eastern Mainline Railway (GEML). Crossrail works in this area are principally to the south of the GEML. Works on these sites are likely to be carried out concurrently with the park construction and require agreements covering the use of adjacent/common worksites or access.

4. Delivery Solutions

4.1 Following detailed examination it has been identified that minor adjustments need to be made to the design or planning of the Crossrail and Olympic/Legacy works to ensure compatibility in the key locations. The objective is to achieve this without changing the operational functionality already planned for either project. Programme comparison is also underway to ensure that advance planning and any necessary adjustments to construction programmes can be made without affecting key milestone dates.

4.2 As part of the early dialogue between CLRL and the ODA prior to the Olympic bid, it became necessary for some land known as Bow Midland Yard East (safeguarded as a Crossrail worksite) to be incorporated into the Olympic Park. Subsequent planning resulted in the need to revise the construction logistics and worksite layout for the Crossrail works in this area. The adjacent, but significantly smaller site, Bow Midland Yard West, will still be utilised but the use of this smaller site means that additional temporary workspace is required. As a result, amendments to the Crossrail Bill were promoted for the acquisition of an additional temporary worksite in Cooks Road, to create sufficient space to allow for tunnel segment storage and material stockpiling.

4.3 In the immediate run up to and during the Games, some Crossrail works will need to be arranged and managed so as to allow the Games to proceed unhindered and ensure the appropriate environment for the Games. The logistics and management arrangements will be detailed and agreed at an early stage.

5. Environmental Assessment

5.1 The main Crossrail Environmental Statement (ES¹) was published prior to the announcement that London was to host the 2012 Olympics. It contained an initial assessment of the likely significant impacts arising from the concurrent construction of both projects. The success of the London Olympics bid and the progress of the

¹ The term 'Environmental Statement' refers to the Environmental Statement deposited with the Crossrail Bill in February 2005, the four Environmental Statements accompanying the Additional Provisions, the four Supplementary Environmental Statements submitted during the passage of the Bill, and their Non-Technical Summaries and errata, which together comprise the Crossrail Environmental Statement. The term 'the Main ES' refers specifically to the Environmental Statement produced (with its Non-Technical Summary) in February 2005. See <http://billdocuments.crossrail.co.uk/>.

Crossrail Bill brought about the need for a further assessment of the cumulative effects of Crossrail together with the Olympic proposals. Further information on the layout, scope of works and programme of the Olympic Park was assembled to enable this additional environmental assessment to be carried out and the results can be found in Chapter 2 of Supplementary Environmental Statement 3 published in November 2006.

6. Security

6.1 The ODA have identified their core security issues for the Games. CLRL is working with ODA to deliver strategies that will work holistically over these major projects during construction and operation to ensure a safe games and assured legacy arrangements.

7. The Way Forward

7.1 The delivery of both projects will require that the management and arrangements are thoroughly planned and coordinated. The fact that both CLRL and ODA are, and will continue to work closely together under a formalised Memorandum of Understanding, is vitally important to the success of these two Government initiatives.

Crossrail and 2012 Olympic Games/Legacy Interface
MEMORANDUM OF UNDERSTANDING

1. Introduction

1.1 The Parties:

Cross London Rail Links (CLRL)
Olympic Delivery Authority (ODA)
Department for Transport (DfT)
Transport for London (TfL)
London Development Agency (LDA)

2. Purpose

2.1 The purpose of this MoU is for the Parties to understand the programme interfaces and identify the implications. To seek opportunities to integrate works where this would be beneficial and to minimise adverse impacts on either party. The key aim is to ensure both Parties are able to deliver their respective projects.

3. Status of Memorandum

3.1 This Memorandum of Understanding is a documented record of the way in which the named Parties will work to bring about a mutual and in turn agreed set of outcomes in relation to the Interface between the projects, Crossrail and the 2012 Games/Legacy.

3.2 This Memorandum of Understanding may only be amended or varied as appropriate by consensus of all the Parties.

3.3 For the avoidance of doubt, this Memorandum shall in no way bind any party contractually nor provide for any recourse by any party on another nor indicate or provide any undertaking in law. Agreements will be made between the Parties as a result of the ongoing development activity and these will bind Parties contractually.

4. The Projects

4.1 **The Crossrail Project:** Crossrail is a new railway from Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east. The scheme has been developed by Cross London Rail Links Limited (CLRL), a DfT and TfL joint share owned company. The powers to construct and operate the railway are being sought through a Hybrid Bill promoted by the Secretary of State for Transport [the Promoter]. The Crossrail Bill was deposited in Parliament in February 2005 and is expected to

receive Royal Assent in 2007. Following this it is anticipated that a Nominated Undertaker will be appointed to develop and implement the Crossrail Project with the start of construction in 2008 continuing through to 2015.

4.2 The 2012 Olympic Games & Paralympic Games Delivery Project: The 2012 Games will take place between 27 July and 09 September 2012. The Olympic Delivery Authority (ODA) is a non-departmental public body of the Department for Culture Media and Sport (DCMS). The Secretary of State has a place on the London Olympic Board. The ODA is responsible for ensuring delivery of venues, infrastructure, transport and legacy for the London 2012 Olympic Games and Paralympic Games.

4.3 Construction of the venues will be carried out between 2006 and 2012 – with all areas vacated by current occupiers by mid 2007, land remediation completed for the start of 2008 and venue completions by end of 2011. The commissioning and running of trial events will start mid 2011.

4.4 The Olympic Park will close on 14 September 2012. Subsequent to the 2012 Games, alterations to the main Park venues and the build out of the Legacy sites will proceed.

5. Overriding Principles

5.1 All Parties recognise:

- The unique and special nature of the 2012 Games, in particular the programme and cost criticality of bringing Schemes into operation for test events in 2011 and the Games events in 2012.
- The undertaking made by the Secretary of State for Transport and Mayor of London to the President of the International Olympics Committee in respect of Olympic Schemes in the London 2012 bid.
- All Parties recognise the provisions set out in the ODA Act 2006.
- The importance of Crossrail in bringing relief to congestion and overcrowding on the existing heavy rail and underground networks, supporting the continued development of London's financial and business market position and the Government's policy for economic development and regeneration, particularly within east London and the Thames Gateway.
- The need for Crossrail and the ODA to establish suitable project and programme monitoring arrangements for the Schemes and other supporting works.

- All Parties will fully cooperate and provide adequate and appropriate resources to manage and deliver their required project outputs in a timely manner.
- All Parties will commit to resolving interfaces optimally taking into account the obligations imposed under the respective powers granted, the timescales, agreed deliverables and impact on each project. At each stage every attempt to be made to minimise costs and programme impacts.
- Where risks affect both projects the Parties will ensure that there is a clear understanding and agreement as to where the responsibility (both management and financial) for the mitigation of such risk lies.
- All Parties will commit to sharing all information relevant to each area of interface in an honest and complete manner. Where appropriate, agreement on confidentiality will be made, formally where necessary. All Parties to undertake to protect each others commercial positions, both internally and in terms of external procurement.

6. The Interface Sites and Activities:

6.1 There are a wide range of interfaces between the two projects. They fall into three phases, namely the initial land procurement and construction phase, the Games period and the Legacy build out period. A detailed schedule of the interfaces is provided at Appendix A.

Initial Land Procurement and Construction Phase

6.2 There are a number of sites where there is a physical interface between the two projects, the key sites being:

A. Stratford/ Bow Midland Yard west (BMYW) /GE Main Line boundary /Barber Road/ – Common areas of physical application

B. Hyde Park - Common area for carrying out works and related activities.

C. Custom House area – Adjacent activity and Olympic access to ExCeL

D. Pudding Mill Lane (PML) & Custom House – Alteration to existing Docklands Light Railway (DLR) *2012 Games Period*

6.3 During the 2012 Games period it is important that the Crossrail works do not impinge on the ability of visitors to travel to and from the games venues and that in key tourist areas impact of the Crossrail works upon visual amenity is minimised. *Legacy Period*

6.4 During the design and construction of the Olympic Legacy infrastructure and Crossrail, it will be important that consideration is given to the optimisation of long term legacy opportunities.

7. Working Arrangements

7.1 Steering Group/Board

A Steering Group/Board will be put in place by autumn 2006 consisting of an appointed executive from each party, who will have ownership and responsibility for the Interface works on behalf of their respective boards.

7.2 Working Group and Sub Group Structure for design of Interface resolutions

The Working Group will consist of the principal managers of each organisation who will direct and manage the necessary works to both identify and resolve the interfaces between each project at all stages and for each sphere of works: planning, land acquisition, delivery of construction and operational implementation. Sub groups will be formed of appropriate staff from each organisation focused on specific areas of interface and tasks

7.3 Joint working with Consultants

Each party will be responsible for employing their consultants but arrangements will be made for joint working, sharing of common information and for compilation of reports and other outputs. Arrangements will be included in contracts with consultants to ensure appropriate confidentiality and copyright terms.

7.4 Interface Agreements

Formal agreements will become necessary as a result of outcomes from Working Group activity with respect to design, construction, remediation and commissioning.

7.5 The Land, Planning/Parliamentary Process, Construction Proposals

a/. Both the Promoter (of the Crossrail Bill) and the ODA &/or LDA will pursue powers for all the land they require independently. It is acknowledged that the LDA is likely to secure compulsory purchase powers earlier than Crossrail and that this will result in some areas of land being subject to two sets of compulsory purchase powers. Where the Parties desire to use their respective CPO powers in a way which might lead to a conflict, then the Parties will agree how they should be exercised so as to avoid or minimise this conflict. Land defined as required for the operational railway will pass into Crossrail ownership in accordance with an agreed programme.

- b/. Both the Promoter and the ODA will support each other through the Planning and Parliamentary processes and in particular the Select Committee and CPO enquiry stages.
- c/. Both the Promoter, and subsequently the Nominated Undertaker, and the ODA will work together on common initiatives to expedite construction delivery, mitigation of environmental impacts resulting from construction and appropriate allocation of construction resources.

7.6 Dispute Resolution

If at any time, agreement cannot be reached by both Parties on a particular issue, the matter will be resolved by the Secretary of State for Transport and Secretary for State for Culture, Media and Sport acting jointly.

APPENDIX A: SCHEDULE OF INTERFACES

Principal Documents

- Memorandum of Understanding
- Land Usage & Compulsory Purchase - Agreement

Physical Interfaces

- Enabling Works
- Common Design Interfaces
- Utility Services

Locations

- Pudding Mill Lane
- Custom House/EXCEL
- Hyde Park/Park Lane
- Stratford
- Isle of Dogs
- Limmo Site/ Thames Wharf
- Liverpool Street
- Farringdon
- Tottenham Court Road
- Bond Street
- Paddington
- Brentwood
- Surface Stations - (East)
- Surface Stations - (West)
- Aldersbrook Sidings

Operational Interfaces

- Freight Routes/Loops
- Train Pathing
- Possessions/ Blockades
- ODA Bridges over GEML
- Limmo Site/ Thames Wharf
- DLR Planned Works
- LCR/ Stratford City Construction
- Thornton Fields/ Crossrail Line 2
- Strategic Road Routes/ Olympic Routes
- Heathrow Airport